

COUNTRY Czechoslovakia **CONFIDENTIAL**TOPIC 1. Pilot School in Sternberk2. Kralupy Airfield 25X1AEVALUATION 25X1A PLACE OBTAINED 25X1ADATE OF CONTENT 5 July 1948 to 3 February 1949DATE OBTAINED 29 August 1951REFERENCES 25X1APAGES 2 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

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SOURCE

Pilot School in Sternberk.

1. The pilot school in Sternberk (P 50/T 36) was located in the three-story pilot barracks building, a former high school, in market square. The unit had Utver No 5477 and was assigned to the Ministry of National Defense (MNO) in Prague. Letters sent by the MNO in Prague were always signed "Odd. hlavniho statu, velitelstvi letectva-gen. Vicherek".
2. Commandant of the school was Lieutenant Colonel Motycka, (fnu), 35, heavy built, and about 175 cm tall. He was detached to another pilot school in about December 1943. He was replaced by Major Hamsik, (fnu), former deputy commandant, about 45 years of age, about 172 cm tall, stout, brown hair, round face, heavy developed chin, a communist, and a navigator. The OZ officer was Staff Captain Hudecek, (fnu), about 34 years old, 173 cm tall, slim, dark brown hair, oval face, and sharp features. He gave instructions in counter-espionage. Major Vychodil, (fnu), communist, about 40 years of age, about 178 cm tall, stout, brown hair, and oval face, instructed in navigation, meteorology, physics, and hygiene. He was married to a German. Captain Miklovice, (fnu), a Slovak, about 30 years old, 180 cm tall, stout, dark brown hair, oval face, was the chief of the 2d Training Squadron. He is said to have been discharged from military service. Staff Captain Smida, (fnu), about 34 years of age, about 175 cm tall, black hair, long face, was the political officer and was very popular among the M.
3. Most of the students were Czechs and belonged to the 1929 to 1931 classes. There were two training squadrons, each of which comprised 70 students. In addition to the two squadrons there was also an auxiliary squadron composed of 30 soldiers who were serving their normal tour of military service. The soldiers were given infantry training and were assigned to odd jobs in the barracks installations. The training courses lasted nine months after which the students were sent to Olomouc (P 50/T 35) for

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elementary training on Buecker aircraft. Each of the trainees had to complete 80 hours of flight training. Instruction included aircraft reconnaissance service, topography, mathematics, instruction on engines, and radio operation. Political indoctrination ranked first. Oral and written examinations were held every three months.

4. Students who left the pilot school after two years of training were promoted to senior sergeants. They were informed by officers that, after two additional years of service, they could get special training on jet planes in the U.S.S.R. They also had the opportunity to attend the air force academy in Hradec Kralove (O 51/G 71) or to be transferred to an air force unit. \*

#### Kralupy Airfield.

5. From 5 July to 20 September 1948, a military glider course was held at the airfield of the Czech Aero Club at Kralupy (N 51/F 60). The 40 attendants were selected by the MNO in Prague-Dejvice (O 51/L 78) on the basis of an entrance examination. The applicants had to be physically fit and politically reliable, secondary school graduates, and had to pass psychological aptitude tests. Applicants from workers' families were preferred.
6. The course was directed by Jaroslav Pokorny, chief of the glider school in Kralupy. The course was inspected twice by officers of the MNO in Prague.
7. Kralupy airfield is located about 2 km northeast of the town, directly east of the road to Veltrusy (N 51/F 60). The field covers an area of 1,100 x 550 meters. It can be enlarged on three sides. Installations available at the field included a two-story administration building, a hangar, a PX, a two-story barracks building with attached fuel storage, in addition to a glider and materials storage. The Kochmann glider factory which consists of brick and wooden workshops is located on the road to Veltrusy. Four Buecker C-4, 3 Buecker C-6, 1 Kadett, 1 Praga D and about 30 gliders were at the field.\*\*

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\* [REDACTED] Comment. The report confirms and supplements information on the school obtained in 1948. The information on an additional two-year training course is received for the first time. It is believed that soldiers who appear to be best qualified politically attend these special training courses.

\*\* [REDACTED] Comment. It is the first report to contain exact location data and detailed information on the status of the civil airfield at Kralupy. For location and layout sketches of the field, see Annexes 1 and 2. It is believed that the premilitary glider courses continue at this field.

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2 Annexes: 2 - sketches on ditto.

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